

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB11D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Madeira

CODE# Q61 - 46312

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/24/99

CONTACT: Bruce G. Brandstetter PHONE # (513) 651 - 4224

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 651-0147 E-MAIL bbrandstetter@brandstettercarroll.com

PROJECT NAME: Miami Avenue Resurfacing, Phase II

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 188,500.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 377,000.00 FUNDING REQUESTED: \$ 188,500.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 188,500.00 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program

☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: _____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: _____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS Force Account
Dollars

- a.) Basic Engineering Services: \$ _____ .00 _____
- Preliminary Design \$ _____ .00
- Final Design \$ _____ .00
- Bidding \$ _____ .00
- Construction Phase \$ _____ .00
- Additional Engineering Services \$ _____ .00 _____
*Identify services and costs below.
- b.) Acquisition Expenses:
Land and/or Right-of-Way \$ _____ .00 _____
- c.) Construction Costs: \$ 377,000 .00 _____
- d.) Equipment Purchased Directly: \$ _____ .00
- e.) Permits, Advertising, Legal: \$ _____ .00
(Or Interest Costs for Loan Assistance
Applications Only)
- f.) Construction Contingencies: \$ _____ .00
- g.) TOTAL ESTIMATED COSTS: \$ 377,000 .00

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u> 138,500 .00</u>	<u> 37</u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u> MRF </u>	\$ <u> 50,000 .00</u>	<u> 13</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u> 188,500 .00</u>	<u> 50</u>
d.) OPWC Funds		
1. Grant	\$ <u> 188,500 .00</u>	<u> 50</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u> 188,500 .00</u>	<u> 50</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u> 377,000 .00</u>	<u> 100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Miami Avenue Resurfacing - Phase II

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located on Miami Avenue, between Euclid Road and Galbraith Road.

PROJECT ZIP CODE: 45243

B: PROJECT COMPONENTS:

- Curb Removal and Replacement
- Driveway Aprons, Removal and Replacement
- Pavement Repairs
- Catch Basin Replacement
- Asphalt Overlay
- Pavement Marking
- Shoulder and Ditchline Repairs
- Add left turn signal to traffic signal at Loannes Drive

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Miami Avenue is 5,000 feet long and varies from 22 to 32 feet wide.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Miami Avenue has an ADT of 14,000 south of Euclid Road.
(Source: Hamilton County Engineer's Office)

Road or Bridge: Current ADT 14,000 Year: 1999 Projected ADT: 16,000 Year: 2009

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 15 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 377,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION	\$.00
---	---------------

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01/01/2000</u>	<u>05/01/2000</u>
4.2 Bid Advertisement and Award:	<u>05/01/2000</u>	<u>06/01/2000</u>
4.3 Construction:	<u>07/01/2000</u>	<u>11/30/2000</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

TITLE	Thomas W. Moeller
STREET	City Manager
	7141 Miami Avenue
CITY/ZIP	Madeira, OH 45243
PHONE	(513) 561- 7228
FAX	(513) 272- 4211
E-MAIL	

5.2 CHIEF FINANCIAL OFFICER

TITLE	Sharon King
STREET	Treasurer
	7141 Miami Avenue
CITY/ZIP	Madeira, OH 45243
PHONE	(513) 561- 7228
FAX	(513) 272 - 4211
E-MAIL	

5.3 PROJECT MANAGER

TITLE	Bruce G. Brandstetter, P.E.
STREET	Brandstetter Carroll Inc.
	424 East Fourth Street
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 651 -4224
FAX	(513) 651 -0147
E-MAIL	bbrandstetter@brandstettercarroll.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Thomas W. Moeller, City Manager

Certifying Representative (Type or Print Name and Title)

Thomas W. Moeller 9-23-99
Signature/Date Signed



Brandstetter Carroll Inc.
ARCHITECTS ENGINEERS PLANNERS

424 EAST 4th STREET, CINCINNATI, OHIO 45202
513.651.4224 VOICE 513.651.0147 FAX

OPINION OF PROBABLE COST

MIAMI AVENUE, PHASE II

MADEIRA, OHIO

24-Sep-99

99006

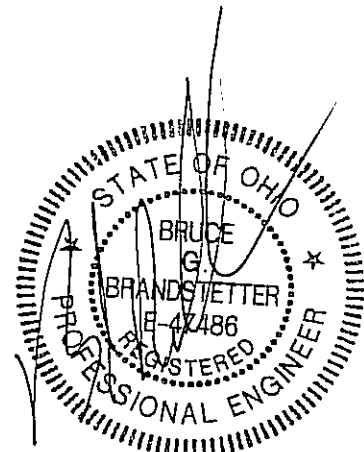
Bituminous Aggregate Base	900	C.Y.	@	\$65.00	\$58,500.00
Curb Repair	3300	L.F.	@	22.00	72,600.00
Full-Depth Repair	250	C.Y.	@	200.00	50,000.00
Pavement Planing	400	S.Y.	@	5.00	2,000.00
Asphalt Resurfacing (1½" Leveling, 1½" Surface)	1510	C.Y.	@	70.00	105,700.00
Concrete Aprons	800	S.F.	@	7.00	5,600.00
Concrete Sidewalk	200	S.F.	@	5.00	1,000.00
Handicap Ramps	5	Each	@	500.00	2,500.00
Utility Casting Adjustment	27	Each	@	200.00	5,400.00
Rebuild Catch Basin	10	Each	@	2,000.00	20,000.00
Pavement Marking	1	L.S.	@	2,000.00	2,000.00
Traffic Signal Modification	1	L.S.	@	10,000.00	10,000.00
Seed and Mulch	3400	S.Y.	@	2.00	6,800.00
Sub-Total					\$342,100.00
Contingencies					\$34,210.00
Total					\$376,310.00

ROUND OFF @

\$377,000.00

This is to certify that this project, upon satisfactory completion and normal environmental and climatic conditions, will have a useful life of 15 years.

D:\vssuelli\FY2000\Madeira\99 MiamiMad.xls(99Funding)



CITY OF MADEIRA

7141 Miami Avenue • Cincinnati, Ohio 45243-2699
(513) 561-7228 • fax (513) 272-4211

September 22, 1999

District Two Integrating Committee
Attn: Joe Cottrell
Hamilton County Engineer's Office
138 East Court Street
Cincinnati, Ohio 45202

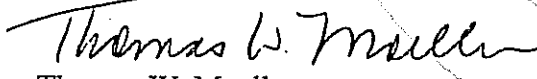
Re: City of Madeira
SCIP Application/FY00
Miami Avenue Resurfacing Phase II

Ladies/Gentlemen:

It is hereby certified that the local matching funds for the above-referenced project will be appropriated in the FY00 Budget. Should this project be funded in 2000, the city will be prepared to meet the scheduling and deadlines stated within the stated application.

Thank you for your time and consideration. Please call me if you have any questions.

Sincerely,


Thomas W. Moeller
City Manager

c: B. Brandstetter, City Manager

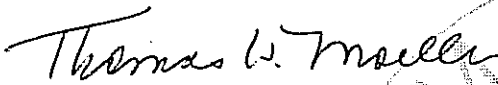
s:\citymanager\corr\scip miami resurfacing

CITY OF MADEIRA

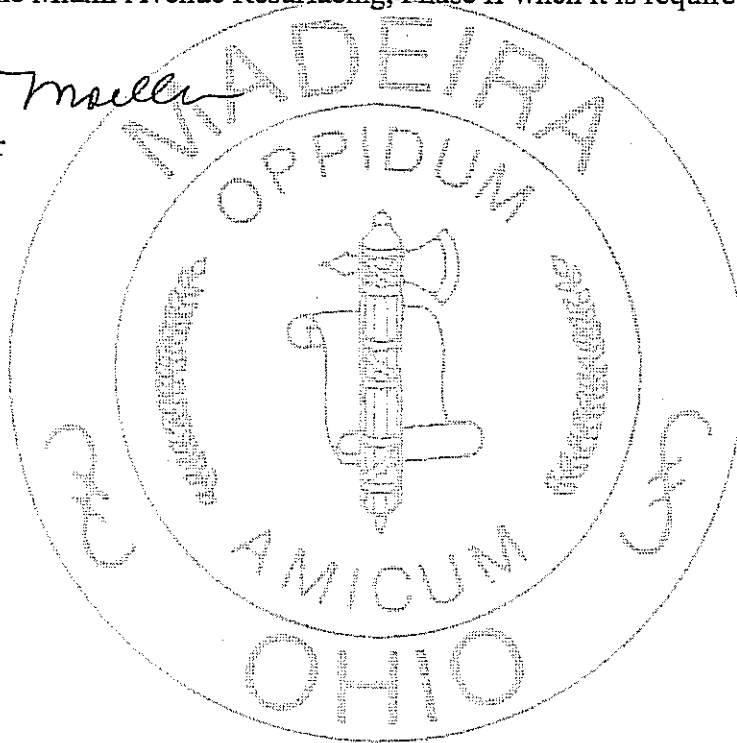
7141 Miami Avenue • Cincinnati, Ohio 45243-2699
(513) 561-7228 • fax (513) 272-4211

September 22, 1999

I, Thomas W. Moeller, City Manager of the City of Madeira, Ohio, hereby certify that Madeira, Ohio has the amount of \$188,500.00 in the SR-21 Street Fund and that this amount will be used to pay the local share for the Miami Avenue Resurfacing, Phase II when it is required.



Thomas W. Moeller
City Manager



PROJECT APPLICATION - MUNICIPAL ROAD FUNDS

INSTRUCTIONS: Use on form for each project.
Assign priority to projects.
The application cost estimate shall be prepared by the Municipality's Engineer, or a registered Engineer of the Municipality's choosing.
Submit before August 7.

1. Municipality City of Madeira
2. Road Name Miami Avenue, Phase II
3. Project Limits Euclid Road to Galbraith Road
4. Project Priority Two

5. Present Roadway Date:

- a. Pav't Width 22 to 32 ft. b. R/W Width 50 to 75' c. Curb Type Type 6
- d. Type Surface Asphalt e. Type Base Concrete/Gravel f. Shldr Type Gravel & Asphalt
- g. Shldr Width 0 to 4 ft. h. Year Last Resurfaced Unknown

6. Present condition of project area: List deficiencies & reasons for improvement.

The existing pavement is worn out and recently has shown signs of more serious pavement failure. The existing gutter depth is almost non-existing. Storm inlets need to be reconstructed.

7. Project description or statement of work to be done: Include width and type of new pavement and other project particulars.

*Curb Removal and Replacement
Pavement Repairs
Catch Basin Replacement
Asphalt Overlay
Pavement Markings
Shoulder and Ditchline Repairs*

8. Traffic Data: a. Present Volume 14,100 b. Date of Count _____
(County Engineer's Office)

9. Cost Estimate:

When engineering plans are necessary, list the following costs:

- a. Preparation of preliminary plans and estimate, etc. \$ 1,800.00
- b. Preparation of final plans & estimate, etc. \$ 8,800.00

Construction Cost Estimate \$ 361,000.00

Other Costs (Specify) Bidding & Inspection \$ 7,000.00

Total Project Cost for which application to MRF is made \$ 50,000.00

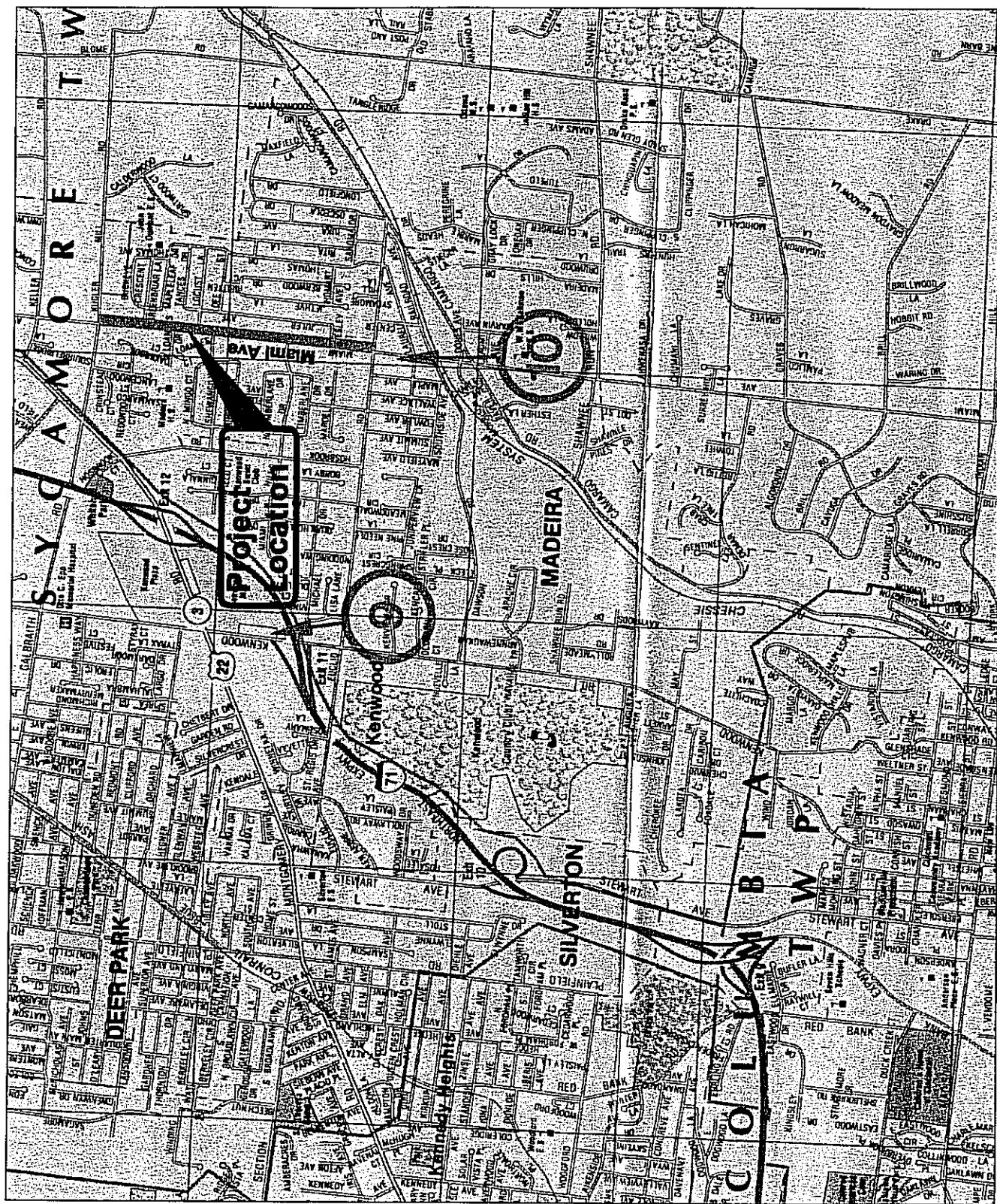
10. Estimated date construction can be started after approval Summer, 2000

11. Estimated date construction can be started if not funded 100% from MRF _____
Not known, funds presently not available.

12. Cost Estimate Prepared by: [Signature] Date: 08/05/99

13. Application Prepared by: Thomas W. Moeck Date: 08/05/99
CITY MGR

Make copies of this form as needed.



ORDINANCE NO. 99-47

**AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR STATE
CAPITAL IMPROVEMENT PROGRAM FUNDS FOR THE RESURFACING OF
MIAMI AVENUE FROM EUCLID AVENUE NORTH TO EAST GALBRAITH ROAD**

WHEREAS, it is determined that Miami Avenue is in need of resurfacing; and

WHEREAS, the State Capital Improvement Program will fund work on the aforementioned street; and

WHEREAS, the City Manager recommends that we submit an application for this project.

NOW THEREFORE BE IT ORDAINED by the Council of the City of Madeira, State of Ohio:

Section 1. That the City Manager is hereby authorized to submit an application to the State Capital Improvement Program District Integrating Committee for funding under the State Capital Improvement Program for the resurfacing of Miami Avenue from Euclid Avenue north to East Galbraith Road.

Section 2. That this Ordinance shall take effect from and after the earliest period allowed by law.

PASSED ON THE 13TH DAY OF SEPTEMBER, 1999
BY THE FOLLOWING 6-0 VOTE:

Yea

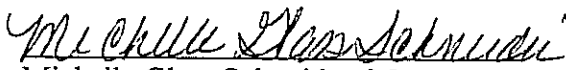
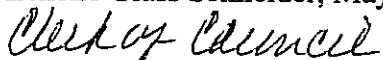
Rich Harwood
Sherry Mattes
John Murray
Michelle Schneider
Steve Shaw
Rick Staubach


Nay

Abstain

Absent:

Mel Martin


Michelle Glass Schneider, Mayor

Clerk of Council


Diane D. Novakov, Clerk of Council

CERTIFICATE OF COPY

STATE OF OHIO

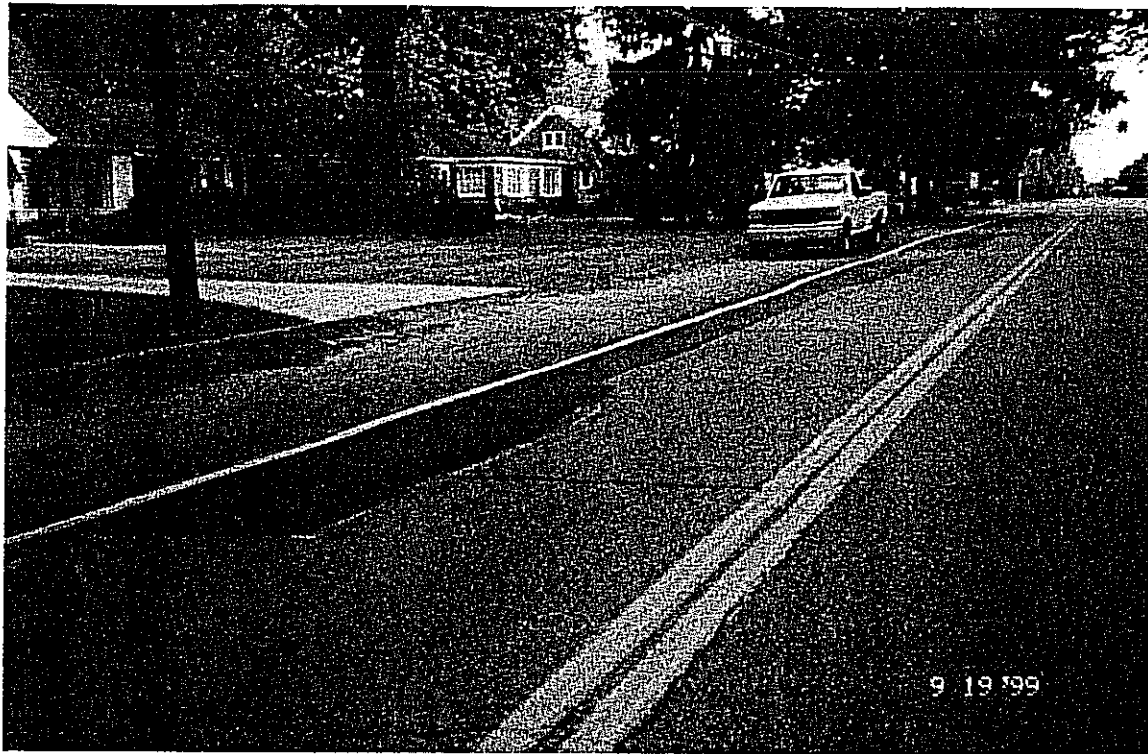
City of Madira SS
County Hamilton

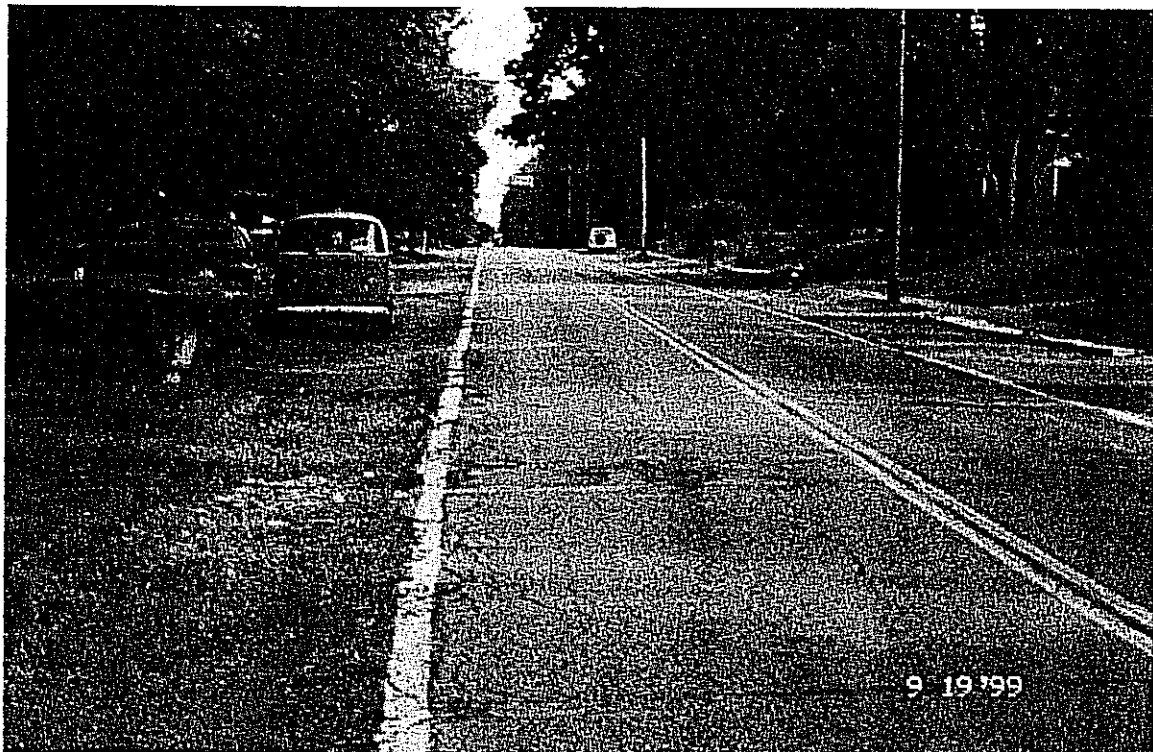
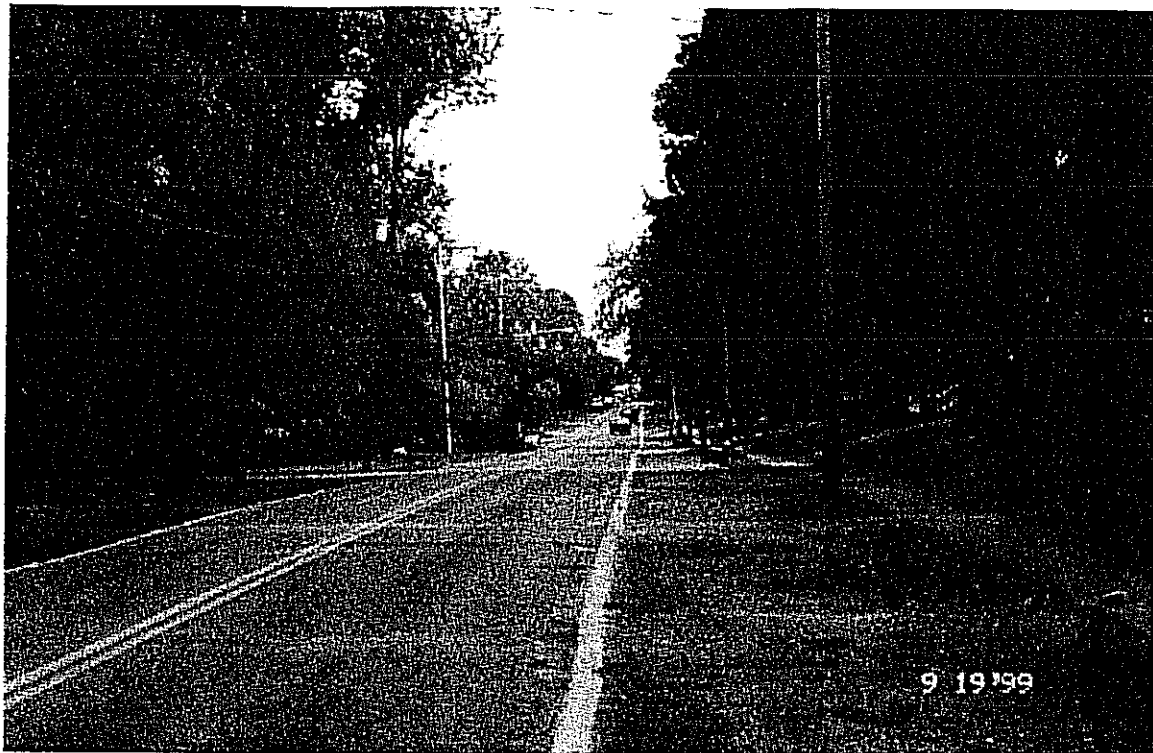
I, Diane Novakov, Clerk of the City of Madira, Ohio do hereby certify that the foregoing is a true and correct copy of ordinance adopted by the legislative Authority of the said City on the thirteenth day of September, 1999, that the publications of such ordinance be made and certified of record according to law; that no proceedings looking to a referendum upon such ordinance have been taken; and that such ordinance and certificate of publication thereof are of record in Ordinance Record No. 99-47, Page XXXXVII.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my official seal, this 24th day of September, 1999.
(SEAL)

Diane K Novakov

City of Madira, Ohio





ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____

Poor X _____

Fair _____

Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The existing pavement is worn out and recently has shown signs of more serious pavement failure. Storm inlets need to be reconstructed. The shoulders need to be rebuilt to eliminate ponding water. Add left turn signal to traffic.
signal installation at Loannes Drive.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

4 ~~weeks~~/months (Circle one)

Are preliminary plans or engineering completed? ~~Yes~~ No

Are detailed construction plans completed? ~~Yes~~ No

Are all right-of-way and easements acquired?* ~~Yes~~~~No~~ N/A

*Please answer the following if applicable:

No. of parcels needed for project: _____ Of these, how many are Takes _____,
Temporary _____, Permanent _____

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordination's completed? ~~Yes~~ No ~~N/A~~

Give an estimate of time, in weeks or months, to complete any item above not yet completed. _____ weeks/months

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

There has been a multi-jurisdiction project to improve Miami Avenue in the Village of Mariemont, the Village of Indian Hill and the City of Madeira. Miami Avenue is a major County Road. As such, it serves as a primary connector between these several different communities and eventually, I-71 (14,100 ADT). The Villages of Mariemont and Indian Hill have completed their sections. The City of Madeira needs to improve this final section.

- 4) What types of funds and what percent of the project cost are to be utilized for matching funds for this project ?

Federal _____ % ODOT _____ % Local X 37 %
MRF X 13 % OWDA _____ % CDBG _____ %
Other _____ %

Note: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
No Ban X _____ (specify)

Will the ban be removed after the project is completed?

Yes _____ No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 14,1000 X 1.20 = 16,960 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects.)

Yes X No _____

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This roadway serves not only the City of Madeira, but also, directly, the Village of Mariemont and the Village of Indian Hill. Many of the 14,000 cars per day are not from these communities.

- 9) For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____

Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

N/A, not an expansion project

How will the proposed project alleviate serious traffic problems or hazards?

10) Will the proposed project generate user fees or assessments?

Yes _____ No X _____

If yes, what user fees and/or assessments will be utilized?

11) How will the proposed project enhance economic growth? (Please be specific)

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa)

Optional \$5.00 License Plate Fee

ADDITIONAL SUPPORT INFORMATION
PRIORITY LIST OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: Madeira

Please supply the Integrating Committee a listing, *in order of priority*, of all projects applied for in this round of funding. A maximum of five projects may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u> Miami Avenue Resurfacing, Phase II </u>
2	<u> Camargo Road Stabilization/Guardrail </u>
3	<u> Camargo Road Resurfacing, Phase II </u>
4	<u> </u>
5	<u> </u>

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: City of Madeira

NAME OF PROJECT: Miami Avenue Resurfacing, Phase 2

SCIP

FIELD SCORE: 341

APPEAL SCORE: _____

FINAL SCORE: _____

LTIP

FIELD SCORE: 217

APPEAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed	SCIP	<u>20</u>	X	<u>5</u>	=	<u>100</u>
23 - Critical						
20 - Very Poor	LTIP	<u>20</u>	X	<u>1</u>	=	<u>20</u>
17 - Poor						
15 - Moderately Poor						
10 - Moderately Fair						
5 - Fair Condition						
0 - Good or Better						

2) How important is the project to the safety of the Public and the citizens of the District and/or service area? Some steady water

25 - Highly significant importance	SCIP	<u>10</u>	X	<u>1</u>	=	<u>10</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>10</u>	X	<u>4</u>	=	<u>40</u>
10 - Minimal importance						
0 - No measurable impact						

left turn signal no mention of safety fruit

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance	SCIP	<u>0</u>	X	<u>1</u>	=	<u>0</u>
20 - Considerably significant importance						
15 - Moderate importance	LTIP	<u>0</u>	X	<u>0</u>	=	<u>0</u>
10 - Minimal importance						
0 - No measurable impact						

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project	SCIP	<u>25</u>	X	<u>3</u>	=	<u>75</u>
20 - Second priority project						
15 - Third priority project	LTIP	<u>25</u>	X	<u>1</u>	=	<u>25</u>
10 - Fourth priority project						
5 - Fifth priority project or lower						

- 5) Will the completed project generate user fees or assessments?
- | | | | | | | |
|---------|------|-----------|---|----------|---|-----------|
| 10 - No | SCIP | <u>10</u> | X | <u>5</u> | = | <u>50</u> |
| 0 - Yes | LTIP | <u>10</u> | X | <u>0</u> | = | <u>0</u> |

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- | | | | | | | |
|---|------|----------|---|----------|---|----------|
| 10 - The project will <u>directly</u> secure <u>significant</u> new employers | SCIP | <u>0</u> | X | <u>0</u> | = | <u>0</u> |
| 7 - The project will <u>directly</u> secure new employers | LTIP | <u>0</u> | X | <u>4</u> | = | <u>0</u> |
| 5 - The project will secure new employers | | | | | | |
| 3 - The project will permit more development | | | | | | |
| 0 - The project will not impact development | | | | | | |

- 7) Matching Funds - LOCAL

- | | | | | | | |
|---|------|----------|---|----------|---|-----------|
| 10 - This project is a loan or credit enhancement | SCIP | <u>6</u> | X | <u>5</u> | = | <u>30</u> |
| 10 - 50% or higher | LTIP | <u>6</u> | X | <u>1</u> | = | <u>6</u> |
| 8 - 40% to 49.99% | | | | | | |
| 6 - 30% to 39.99% | | | | | | |
| 4 - 20% to 29.99% | | | | | | |
| 2 - 10% to 19.99% | | | | | | |
| 0 - Less than 10% | | | | | | |

- 8) Matching Funds - OTHER

- | | | | | | | |
|--------------------|------|----------|---|----------|---|-----------|
| 10 - 50% or higher | SCIP | <u>2</u> | X | <u>2</u> | = | <u>4</u> |
| 8 - 40% to 49.99% | LTIP | <u>2</u> | X | <u>5</u> | = | <u>10</u> |
| 6 - 30% to 39.99% | | | | | | |
| 4 - 20% to 29.99% | | | | | | |
| 2 - 10% to 19.99% | | | | | | |
| 1 - 1% to 9.99% | | | | | | |
| 0 - Less than 1% | | | | | | |

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

- | | | | | | | |
|---|------|----------|---|-----------|---|-----------|
| 10 - Project design is for future demand. | SCIP | <u>2</u> | X | <u>0</u> | = | <u>0</u> |
| 8 - Project design is for partial future demand. | LTIP | <u>2</u> | X | <u>10</u> | = | <u>20</u> |
| 6 - Project design is for current demand. | | | | | | |
| 4 - Project design is for minimal increase in capacity. | | | | | | |
| 2 - Project design is for no increase in capacity. | | | | | | |

- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>
LTIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP } \underline{6} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP } \underline{6} \times \underline{1} = \underline{6}$$

4 -

2 - Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP } \underline{6} \times \underline{2} = \underline{12}$$

8 Points

6 Points

$$\text{LTIP } \underline{6} \times \underline{0} = \underline{0}$$

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP } \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP } \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

$$\text{SCIP } \underline{10} \times \underline{2} = \underline{20}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

$$\text{LTIP } \underline{10} \times \underline{5} = \underline{50}$$

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP } \underline{3} \times \underline{5} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP } \underline{3} \times \underline{5} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*))

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

$$\text{Existing users} \times \text{design year factor} = \text{projected users}$$

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.